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U.S. Route 34 (FAP 313) Public Hearing
Meeting Held April 18, 2002

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Subject:

Date: Wed, 24 Apr 2002 10:57:02 -0500

From: "robert corzatt" <novaasm@hotmail.com>

To: LaceyTA@nt.dot.state.il.us, repmyers@macomb.com

Dear Tom and Rich,

I would like to ask some questions about the highway 34 project between Burlington Ia. and Monmouth IL. making it four lanes... I would like to start with what I am hearing on the plans...

Why at the Carman road intersection would we need to put in a cloverleaf to get traffic on and off of 34 ?? To me this makes no sense when we have a stop light that works very well doing this... Why would we spend millions of dollars putting a cloverleaf in when what we have would suffice very well??? The other thing I don't understand is the fact that we take a good chunk of one of our most precious natural resources out of production in some very good farmland... I have spent the better part of my life in the agronomy field working with farmers and we take thousands of acres out of production every yr in this state and they can never ever be replaced.. The economy of this state is still very dependent on agriculture and we just keep taking good land away for a highway or housing development that is not neccessary... We need to be fiscally responsible with our tax dollars but also the long term effects projects like these have on our ability to produce food and they will have long term effects on our economy..... I ASK YOU TO THINK ABOUT THESE THINGS..

I also would like to ask you at the lock and dam 18 road why we need to take such a wild approach with the road there ??? If this road is really neccessary and I question whether it is why wouldn't you just follow the road path currently very closely instead of taking such a good piece of land from the Menkes and ruining it ??? To me why not follow the existing road minimizing the loss of good farmland and go from there... I would also like to ask why not go straight east at that curve and go up over the hill and connect with 34 close to Union school ??? I hope I am wrong here but I really get the feeling that it is to accomodate people of influence and not to do what really makes sense.... Personally I really question the need of this road but I would ask you to prove to me the benefits of the plans you have now ??

I would like to know when you ruin a good piece of land like what the Menke's farm what sort of compensation do they get for that ?? They have worked hard all their life to accumulate what they have will the state just come in and take all that away from them for nothing ??? There are several ways to make this road a reality if its truly neccessary without putting people like the Menkes and other farmers at an inconvenience ... To me if you are truly going to ruin good farmland which in this case you will hit the Menkes twice at the Carman rd. and lock and dam 18 road then the piece they own the STATE OF IL. should come in and BUY them piece of farmland of similar value in the immediate area of similar value.... They should also have the right to expect to keep the piece of land that is ruined by the road project if they so desire.... The Menke's should not have to accept the thought of having to have their lifes work go up in smoke because of some government project that may or may not be worthwhile... I ASK YOU TO DO THE RIGHT THING HERE AND COMPENSATE THEM AND THE OTHER FARMERS THE WAY YOU WOULD WANT TO BE TREATED IF YOU WERE IN THEIR SHOES... IT IS THE ONLY RIGHT THING TO DO

I would also like to ask another question that is being talked about in the community... The question is this if there is truly a cloverleaf needed at the Carman rd intersection then why wouldn't there need to be one at the Gladstone Jct. ??? To me if we need one at the Carman rd. then why wouldn't we need one at every major intersection all the way to Monmouth IL ????? I

B-26

don't know on this but it looks to me like some people are being treated better than others in this case instead of being consistent with the plans what is right in one spot should be right all along the way.... I would really like an explanation on that issue.... I don't believe its needed anywhere along the way but I would like to know that one...

In closing I would really like to have my questions answered but would really like to ask how all this is going to benefit this area ?? I would also like to know why all plans aren't being considered and please make sure your tax dollars and mine are used wisely.... I WOULD ALSO ASK YOU LEAVE POLITICS OUT OF THIS AND MAKE GOOD DECISIONS THAT ARE FISCALLY RESPONSIBLE.... This state is in a budget crunch and frivolous expenditures aren't needed.... Rich, YOU are an elected leader and I have voted for you and Laura both in the past and I expect you to make good decisions just like I have to make for the company I work for everyday..... I would much rather see the money go towards education for our children which are our best investment into the future not a stretch of road 25 miles long that we have gotten by with for yrs.....

I will be waiting for your response....

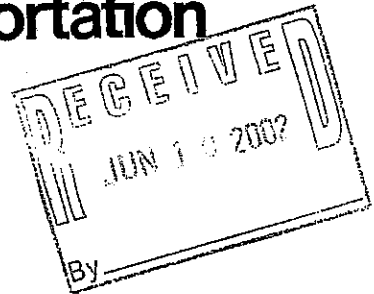
Thanks for your time and consideration,
Robert Corzatt

Join the world's largest e-mail service with MSN Hotmail.
<http://www.hotmail.com>



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333



June 7, 2002

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS-PHASE I

FAP Route 313

U.S. Route 34 – Gulfport to Monmouth

Section 4, 5, 6, 7, 8

Henderson & Warren Counties

Job No. P-94-030-95

Catalog No. 031314-00

Mr. Robert Corzatt

R.R. #1, Box 81

Stronghurst, IL 61480

Dear Mr. Corzatt:

Thank you for your comments in regard to the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your e-mail comments is attached for your reference.

In your comments, you questioned the need for the proposed diamond interchange at US Route 34 and Carman Road. An interchange provides the highest degree of safety for access onto a four-lane highway. Several interchange layouts were analyzed with the diamond type resulting in the least amount of required land acquisition. The interchange layout at Carman Road, as presented at the public hearing, is intended as an ultimate design at such time in the future when it is warranted. The existing intersection with signals will be analyzed frequently in regard to traffic movement and accidents to determine if an interchange is warranted. It is possible that the intersection referred to could remain in place for quite a long time.

Another topic you mentioned concerned the proposed alignment for US Route 34 in the vicinity of County Highway 15 (Lock and Dam Road). Several alignment alternates were analyzed in this area. Following the existing roadway, as you suggested, was investigated but dropped from consideration due to high impacts to adjacent property, access, burial mounds, and existing substandard roadway curvature. Also suggested in your letter was an alignment that diverged from the existing US 34 alignment near CH 15 and connected back in near the vicinity of Union School. A similar alignment to the one you suggested was also investigated, but it was dropped from further study due to the number of residential displacements, more land acquisition required since the existing US 34 right-of-way would not be utilized, the cost to provide a connection to IL 164, potential archeological sites, impacted farm parcels, diagonal severance, stream crossings, and terrain effects.

Mr. Robert Corzatt
June 7, 2002
Page Two

The selection of the preferred alignment is the responsibility of the Department and is not influenced by a particular individual or organization. Numerous alternative alignments have been developed and analyzed during the study process. The decision to eliminate or retain these alternates was based on comparisons of the overall impacts and meeting the transportation and engineering objectives. The preferred alignment curvature is designed to provide safe operating conditions for the traffic design speed. Flatter curvature is required at side-road connections, such as CH 15, to avoid undesirable pavement banking.

In order to minimize agricultural impacts, the Department has striven to use the existing US 34 right-of-way. The preferred alignment utilizes approximately 590 acres of existing US 34 right-of-way, which results in a significant reduction in total acquisition impacts. Impacted farmland is appraised and compensated for at the fair market value. Any damage to the remainder of the property is also assessed. If you need further information on the land acquisition process, please contact Rhonda Searle at (309) 671-3333.

Your letter also questioned why there is not an interchange proposed at IL 164. An ultimate future interchange configuration is proposed at IL 164 and IL 94 south of Union School. The conceptual interchanges were presented for review and comment at the public hearing on April 18, 2002.

In summary, the Department strives to select the best possible alternate in which overall impacts and benefits are considered. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453 or Rich Dotson at (309) 671-3466.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer



By: Eric S. Therkildsen, P.E.
Program Development

TAL/er/sds/p:\winword\letters\corzattbksht2482.doc

Attachment

cc: State Representative Richard P. Myers
Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
S. Munroe (Control # 2482)

B-29

U.S. ROUTE 34 - GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. (Fold this form as indicated on the back side and tape closed before mailing.)

Please **PRINT** your comments:

AFTER REVIEWING THE PLANS, ^{FOR HWY. 34,} THAT WERE PRESENTED ON APRIL 18, 2002 - MY HUSBAND AND I ARE IN AGREEMENT WITH THE DESIGN. THE ONLY THING I DISAGREE WITH IS, THE ENTRY WAY TO OUR RESIDENCE AND FARMSTEAD. I (WE) WOULD PREFER ENTERING FROM THE EAST AT COUNTY ROAD TR 38 OR (WHAT EVER NO. IT IS - 1/2 MILE EAST OF OUR PROPERTY.) MY QUESTION IS - WHEN ARE YOU GOING TO GET ON WITH IT?? ^{ARE} ALL THE FUNDS GOING ELSEWHERE? IT SEEMS TO ME THAT WESTERN ILLINOIS IS FAR OVERDUE.

(Additional space is provided on the back)

☐ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print:

Name: MELBA A. DAVILLA

Address: R.R. #1, BOX 137

City, State: CARMAN, IL Zip Code: 61425

Phone No.: (309) 873-2540 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453

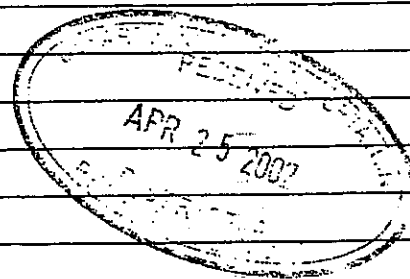
B-30

(Fold on dotted line)

(Tape)

P.S. My husband AND I APPRECIATED
the time John Anderson spent with us
discussing the matter.

APR 25 2007



(Fold on dotted line)



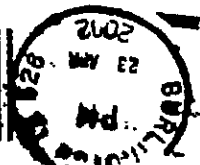
U.S. ROUTE 34 STUDY
ILLINOIS DEPARTMENT OF TRANSPORTATION-DISTRICT 4
401 MAIN ST STE 900
PEORIA IL 61602-9809

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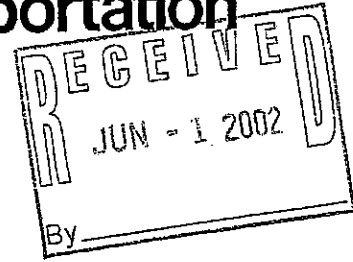
Melba A. Davilla
RR # 1, Box 137
Carmar, IL 61425

13-B



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333



May 31, 2002

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS-PHASE I
FAP Route 313
Section 4,5,6,7,8
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

U.S. Route 34 – Gulfport to Monmouth

Mr. Robert and Melba Davilla
R.R. #1, Box 137
Carman, IL 61425

Dear Mr. and Mrs. Davilla:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

Per your request the access to your property is being revised to Township Road 38 (800E). Attached is a plan view showing the revised access to your property.

In regard to further project development, the phase 2 contract plan preparation for the section of US 34 from Carman Road to Ill 164 is funded in the Department's 5 – year program. Phase 2 is tentatively scheduled to begin in late 2002 upon finalizing public hearing comments and applicable revisions. Construction for this section of roadway is currently not funded.

Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer

By: Eric S. Therkildsen, P.E.
Program Development

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Enclosure

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

B-32

U.S. ROUTE 34 – GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. *(Fold this form as indicated on the back side and tape closed before mailing.)*

Please **PRINT** your comments:

Please hurry this project along. In the
17 yrs I have commuted between Burl. & Galesburg
the traffic is getting more intense - lots of
trucks. It is becoming a safety issue
besides economic benefits for Iowa & Illinois

Good presentation - I learned a lot

Thanks

J. Freund

(Additional space is provided on the back)

☒ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print: Name: Jimi Freund
Address: 15000 N. PRAIRIE GR. RD.
City, State: Burlington, IA Zip Code: 52601
Phone No.: (319) 788-5619 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453

B-33

No response letter to J. Friend was necessary

U.S. ROUTE 34 – GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. *(Fold this form as indicated on the back side and tape closed before mailing.)*

Please **PRINT** your comments:

Margorie Smith property More Field Entrance
to Sta 101400 (North side)

Jim Gueter

(Additional space is provided on the back)

☒ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print: Name: Jim Gueter
Address: 354 S. 34
City, State: Harwood IL Zip Code: 61447
Phone No.: (309) 268-2117 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

May 31, 2002

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS-PHASE I

FAP Route 313
Section 4,5,6,7,8
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

U.S. Route 34 – Gulfport to Monmouth

Mr. Jim Gunter
35 U.S. Highway 34
Kirkwood, IL 61447

Dear Mr. Gunter:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

In your comments you requested the proposed location of the field entrance to the Marjorie Smith property be revised to the western property line near station 101+000. Attached is a plan sheet showing the revised field entrance location which will provide access as you requested and not interfere with adjacent culvert drainage.

Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer

A handwritten signature in black ink, appearing to read 'EST' followed by a stylized flourish.

By: Eric S. Therkildsen, P.E.
Program Development

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Enclosure

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

STATE WAREHOUSE

BUYERS OF SALVAGE

GLADSTONE GRAIN COMPANY

PO BOX 200
Gladstone, IL 61437

Bus: 309-627-2374
Mob: 319-209-3011
C.E. McChesney—Owner & Operator

1-800-324-4943

Fax: 309-627-2539
Res: 309-627-2203
Kurt McChesney—Manager

4/09/02

Joseph E. Crowe P.E.
District Engineer
Illinois Department of Transportation
District 4
401 Main St.
Peoria, Illinois 61602-1111

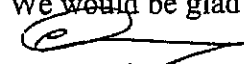
ATTN: JOE

Sorry we were busy at the High School meeting the other night so we could not talk.

About our conversation with you this morning. We are in favor of Hwy 34 proposal, however we object to final plan on 34 & 164 interchange (north of Jct. and Big tree entrance.)

We feel this would be too expensive and detrimental to Gladstone Grain Company. We would like the 4 lane road to go farther north coming west to east, get off of 34 and go under it to get to 164 to go to Gladstone. Also we feel a 20 ft. ditch on each side of road with a pipe extension would help it.

We would be glad to meet with you sometime to discuss this.


Very Truly Yours,
C. E. McChesney
Gladstone Grain Company
209 East Oak Street
PO Box 200
Gladstone, Il. 61437

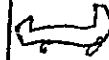
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B-37

F

pt 34

Act 164 & 34



B-38

2



Illinois Department of Transportation

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Telephone 309/671-3333

June 7, 2002

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS-PHASE I

FAP Route 313
Section 4,5,6,7,8
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

U.S. Route 34 –
Gulfport to Monmouth

Mr. C. E. McChesney
209 East Oak Street
P.O. Box 200
Gladstone, IL 61437

Dear Mr. McChesney:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

In your letter you mentioned the conceptual future interchange configuration at Ill. Route 164 as presented at the public hearing on April 19, 2002. Several alternative interchange layouts were investigated at the Ill 164 connection. The preferred diamond interchange with a diagonal alignment for Ill 164 is preferred because of least overall impacts as compared to other alternatives. The preferred interchange has less overall right-of-way and provides a desirable roadway alignment for Ill 164 with minimal curvature. The Gladstone Grain Company buildings will not be impacted by the preferred interchange layout.

A US 34 alignment located north of existing, as you suggested in your letter, was analyzed and dropped from further consideration due to impacts in the bluff area, added cost, and additional right-of-way.

The alternate interchange sketch as contained in you letter would require interchange ramps designed with adequate lengths and tapers to allow for safe flow of traffic. Elevating US 34 as you suggest would require dual structures which is a significant added cost. The footprint for an interchange meeting design criteria for ramps and tapers would be much more extensive than shown in your sketch and would have greater impacts than the layout as presented at the public hearing.

Mr. C. E. McChesney
June 7, 2002
Page Two

At this time an at-grade intersection is proposed at Ill 164. Traffic volumes and turning movements, land use, and accident history will be evaluated in the future to determine if an interchange is warranted.

Attached per your request is an aerial map of the project area showing the location of the preferred alignment as presented at the public hearing on April 19, 2002. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE
District Engineer



By: Eric S. Therkildsen, PE
Program Development

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Enclosure

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

U.S. ROUTE 34 – GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. *(Fold this form as indicated on the back side and tape closed before mailing.)*

Please **PRINT** your comments:

Under the Freedom of Information Act I am requesting
a copy of the engineering and economic criteria that is
referred to in Mr. Kirk Brown's Feb. 19, 1997 letter to
Congressman Lane Evans. (See Attachment, page 1)
I am also requesting under the Freedom of Information
Act a copy of "the letter" referred to on page
3 of Mr. Kirk Brown's Feb. 19, 1997 letter to
Congressman Lane Evans supporting Mr. Brown's
statement, "This project has strong local and state
support." (See item 9 of page 3 of attachment)
Please respond to this letter. Thank you.
(Both requests)

James K. Olson
R.R.#1 Box 134
Carman, IL. 61425

(Additional space is provided on the back)

☐ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print: Name: James K. Olson
Address: R.R.#1 Box 134
City, State: Carman, IL Zip Code: 61425
Phone No.: (309) 873-2375 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 16, 2002

James K. Olson
R.R. 1, Box 134
Carman, IL 61425

Dear Mr. Olson:

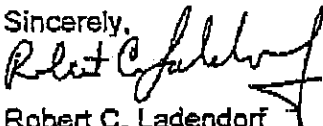
Pursuant to your Freedom of Information Act request on your comments page for the U.S. Route 34 -- Gulfport to Monmouth project, which was received by this office on May 7, I am replying to you on behalf of the department.

The "copy of the engineering and economic criteria that is referred to in Mr. Kirk Brown's Feb. 19, 1997 letter to Congressman Lane Evans" can be obtained by purchasing the *Bureau of Design and Environment Manual*. That manual, which is available in CD format, contains the engineering and economic criteria. The manual costs \$50 and can be purchased from IDOT's Manual Sales office in Springfield. I have included an order form. That form is available online at the Department's Web site at www.dot.state.il.us/deserv/bdenote.html

Your request for a copy of the "letter" referred to on "page 3 of Mr. Kirk Brown's Feb. 19, 1997 letter to Congressman Lane Evans supporting Mr. Brown's statement, 'This project has strong local and state support'" is denied because the Department does not have a copy of the letter. You may want to contact Congressman Lane's office to find out if a copy of that letter was attached to the correspondence.

This partial denial may be appealed to:

Secretary Kirk Brown
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Sincerely,

Robert C. Ladendorf
FOIA Officer
Room 339
Office of Public Affairs

Enclosures

James K. Olson
R.R.#1 Box 134
Carman, IL 61425

April 30, 2002

Illinois Department of Transportation-District 4
401 MAIN ST STE 900
Peoria, Illinois 61602-9809

Dear Sir,

I read the IDOT Draft Environmental Impact Statement and the Draft Design Document Reports at the local library. I need to see the Illinois State and Federal reports on agricultural land use. The IDOT reports include cover letters that reference these agricultural reports but these reports were not included the library documents. These reports are incomplete without the facts that the letters referred to. Has anyone compared the government crop yield through the river bottom verses the sand ridge just east of the river bottom? I do not see how IDOT can justify cutting up some of the most productive farm land in North America when just east of the river bottom there is elevated low production land. Our country's most renewable resource comes from productive farmland that you want to cover with fill sand and concrete. Add to this that the cost of the fill dirt to consume this productive land is approximately \$5,000,000 over using the less productive land.

I would also like to protest IDOT having all the highway meetings in the Spring and Fall when the farmers who will be some of the most affected by this road project are busy working long days and do not have time to properly address all the issues. At the April meeting in Henderson County, the IDOT employees complained as to how IDOT is portrayed in the press. It is numerous issues like the timing of meetings that contribute to the impression that IDOT does not care about those impacted by the road. It is actions like this and the attitude of IDOT's response to comments that has given the public a negative impression of IDOT.

Your study does not reflect the data from the 2000 census, and the declining population of this Highway 34 usage area. Just look at how the local schools are losing students. Factories and jobs are leaving this area. Many of the local jobs are going out of the country to Mexico and probably will not be back.

We want to appeal the loss of the highway crossing on our farm. This is how we go between the south field and the north field. The crossing has been here for at least 60 years. It is where the gates were to enter our fields. It is the high spot of both fields and where we usually start farming because that part of the field is ready several days earlier than the east or west ends. The ground at the center of the field is a dryer soil type than on the East and West ends. Entering on the wetter ground results in severe compaction and lowers productivity of that ground. We have noticed crossings like this.

one that cross over on the new Hwy. 67 going south from Monmouth. It is also safer to cross the highway here than to drive wide, slow farm equipment down the highway. If we have to lose this crossing it will have a great negative impact on the farm.

I know that most of the IDOT employees working on this project now did not start this project. This project has so many problems and is so many years away from becoming a reality that the project should be scrapped. It should be started again well into the future when we are able to see what will be needed, or if it is ever needed rather than IDOT guessing what we will need in 25 years based on current political pressure. The money we have already spent would have made lots of improvements on the 2-lane highway we have. The traffic volume does not justify a 4-lane highway and probably will not 25 years from now with the local population declining and jobs going out of the country as a result of NAFTA. If you refer to the year 2000 census in one year Iowa lost 16,000 people. According to the Burlington newspaper, The Hawk Eye, Mayor Tim Scott is concerned regarding the 2000 census. He says, "We are liable to lose out on potential new industry or new commercial business. If a business goes into a community and sees the population declining it may seem tough relocating to that community." Burlington, Iowa has seen a 1.36% drop in population.

By making borrow pits to raise this part of highway 34 through the river bottoms you will be endangering the health of Illinois citizens by increasing the mosquito population and facilitating the spread of West Nile Virus. Was this addressed in the Environmental Impact Report? What is the IDOT or the Department of Health going to do to protect its citizens from the West Nile Virus?

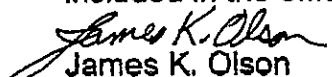
The money IDOT wants to spend on this road project could be better utilized to help with the traffic congestion problems in Northeastern Illinois. I have heard that IDOT is going to buy land on a volunteer basis. I read that the four-lane road is not on IDOT's multi-year highway plan. I also heard from reliable sources that the state representative, while pledging full support for a four-lane road, conceded they will never get the money. Although no politician or IDOT employee wants to admit it, if there is a new road in the foreseeable future, it will be a two-lane road. Buying right-of-way now is a waste of taxpayer money because it isn't decided that it will be a four-lane road until it makes the IDOT multi-year plan. If this road so clearly needed to be four-lanes, in the last 25 years the Illinois legislature would have funded it. Those that said it must be a four-lane road have done a disservice to those of us who want a new road. No property should be bought for this project until the money is available for construction. The money allocated to buy the right-of-way from the Carman road to the Gladstone Junction needs to go back to the general fund to help pay Illinois' approximately \$1.5 billion state budget deficit. I am requesting this money be put back in the general budget.

IDOT wants to spend millions of dollars in the river bottom raising the road up but the road will still not be high enough to protect it from a Mississippi River flood if the river levee breaks. With this country's focus on terrorists this road needs to get out of the river bottom as quickly as possible and elevate it even higher than the road that is

planned for the flood plain. In 1993 one person removed a few sandbags and flooded a whole area around Quincy, IL. Think what a terrorist could do.

This road project has many ethical problems. Three different people representing the State of Illinois have said we do not have the traffic to support building a new 4-lane Highway 34. IDOT just tells one side of the story when they ask for money for this project. I have seen strong negative response to this project since the beginning, but IDOT leaves that part out. Two of the IDOT engineers told me it is the politicians pressing for the 4-lane road. If the politicians want a 4-lane road to the moon it is IDOT's job to justify it. I have a tape of the chairman of the highway 34 coalition at his annual hog roast, while speaking to the audience, saying that if you want highway 34 to be a 4-lane highway you have to give to both political parties. Many IDOT officials and state representatives were present at this meeting and I did not hear any of them refute this statement. Let's tell Chicago that's how we justify 4-lane highways down state. Just give money to the politicians in both political parties. IDOT representatives said the truckers want this road. We know how they donate to the politicians, especially to the governor. When I see IDOT doing a traffic study usually it is on a heavy traffic 3-day weekend. Is that so they can get the numbers they need to justify the road? Wal-Mart trucks used to be the heaviest users of the road. Because of new distribution centers in Illinois, their use of the road is greatly diminished. Soon after my brother brought this to the attention of the Secretary of Transportation of Illinois (that Wal-Mart trucks are not using HWY 34 anymore) Wal-Mart trucks show up again in large numbers. We do not think this is a coincidence. The Chairman of the highway 34 Coalition told people we know that he did not like the route the 4-lane road was taking so he claims he had it changed. I have been told that he drew the rough plans to send this 4-lane road up through the bottoms. He did not like it because it was going to go through the middle of his estate so he changed it to cut through the river bottom. If you remember, fill dirt will cost approximately \$5,000,000. Then he bought one of the marginal sand farms east of the bottoms where the road should have gone and has asked for and was granted a permit from the county board so he can sell fill dirt to the state for highway 34. Is this a conflict of interest? Please respond to this letter and answer all the questions.

Where can I view the comments you have received on the proposed project that are included in the official record?


James K. Olson
R.R.#1 Box 134
Carman, IL 61425



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

June 24, 2002

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS-PHASE I

FAP Route 313

U.S. Route 34 – Gulfport to Monmouth

Section 4,5,6,7,8

Henderson & Warren Counties

Job No. P-94-030-95

Catalog No. 031314-00

Mr. Jim Olson
R.R. #1, Box 134
Carman, IL 61425

Dear Mr. Olson:

Thank you for your written comments in regard to the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

Following is a listing of responses to your letter based on the topic of your inquiry:

Draft Environmental Impact Statement and Design Report

In your letter you requested documents that are referenced in the Draft Environmental Statement. It is not the Department's policy to reprint books and publications of other agencies but rather reference them in our documents.

The draft reports are currently being updated and revised accordingly based on public input and further reviews. Per your request, a field entrance has been added at the high point of your property. A separate letter and plan sheet addressing this item was sent to Kathy Olson on June 10, 2002.

In your letter you inquired as to where project comments as part of the official records can be viewed. Comments and responses will be included in the final Environment Impact Statement. Access to the report, when completed, will be available on the IDOT Internet website.

Alignment Selection

In reference to your comment on alignment selection in the area between Carman Road and IL Route 164, several alternates were considered. In analyzing and selecting a preferred alignment all impacts are considered. An alignment east of existing US 34 has several disadvantages in comparison to other alternates including the following:

- Leaves small remnants of farmland which could be difficult to farm.
- Higher adverse travel for residents and businesses along existing US 34.

- Poor intersection angle with the existing roadway network requires relocation of access points to provide adequate intersection angles.
- Bi-sects existing US 34 which requires cul-de-sacs that are less desirable in regard to maintenance and traffic flow.
- Poor bridge crossing angle and high potential for channel realignment.
- Less desirable horizontal geometrics in approach of a potential future interchange with IL 164.
- Would require relocation of existing US 34 to provide policy sideroad spacing from the proposed US Route 34 alignment.
- Higher potential for archeological impacts due to proximity to the bluff.
- Higher residential displacements in addition to closer proximity to adjacent homes.

As with all four-lane studies, the Department has strived to utilize as much of existing US 34 right-of-way as possible to reduce agricultural impacts. The US 34 project utilizes approximately 593 acres of existing right-of-way.

The existing and proposed roads are located within an area protected from river flooding by a system of levees adjacent to the Mississippi River. The levee system has been accepted by FEMA as adequate to protect against overtopping for a 100-year flood occurrence. Building US Route 34 as a levee as you suggested would result in significantly higher agricultural impacts which are not justified and cost effective when considering there is already a levee in place intended to serve the purpose of controlling flooding.

Public Meetings

The Department attempts to schedule meetings during the months of the year which accommodates residents in the area. Holidays and winter months that could affect attendance due to inclement weather are preferably avoided. Anyone who is unable to attend a meeting due to a conflict may call the Department to view hearing exhibits at the District Office in Peoria or may write their comments to the Department at any time.

Earthwork

Regarding earthwork, the Department's current policy is to require the contractor awarded the construction contract to furnish and pay for all borrow sites and obtain from the property owners the necessary agreements for removal of the material. Borrow excavation shall not be placed in the proposed roadway embankment until the site location, excavation plan, and material as chosen by the contractor is approved by the Department.

Mr. Jim Olson
June 24, 2002
Page Three

Comments in your letter pertaining to personal opinions without supporting facts cannot be responded to. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE
District Engineer



By: Eric S. Therikildsen, PE
Program Development

TALY\fs:\mgr2\winword\std&plns\lacy\letters\lal0032.doc

Enclosure

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

11-12-02
K.B.
Pete

40337
38078
37398
31143
33163

43691

11 Feb 2002

6331 Larcomb Drive
Huber Heights, Ohio
45424-3072

ILLINOIS DEPARTMENT OF
TRANSPORTATION

FEB 25 10 51 AM '02

RECEIVED

Illinois Department of Transportation
Office of the Secretary
2300 South Dirksen Parkway
Springfield, Illinois 62764

RECEIVED
FEB 20 2002
IEMA LEGAL COUNSEL

Subject: Homeland Defense

Dear Kirk Brown,

Thank you for your latest letter regarding the US 34 study from Carman Road east of Gulfport to Monmouth. Unfortunately, your response raised additional questions and I have made some additional inquiries since then. Also, since then Homeland Defense has become one of our most important responsibilities. In the following paragraphs, I am going to discuss the issue of possible flooding of a future US Route 34, some related issues and then summarize with Homeland Defense.

We have been trying to get the Environmental Impact Report for a long time. My brother Jim tried to get this document and other documents from your IDOT office in Peoria. He received a letter dated March 14th 2001 from Joseph Crowe, IDOT Project Engineer, saying the requested documents are the proposed route are currently under review and not available but will be made available at a public meeting to be announced at a later date, which is anticipated for early summer 2001. Obviously, this public review never happened. The conclusion of those opposing the current route is that IDOT does not want to make public the proposed route until after the engineering contract is awarded and it is too late for public comment. Do you have any comment on this statement?

Everyone is surprised at the route making an L-shaped route through the drainage district. Mr. Charley McChesney said he did not like where the route was going so he had IDOT change to this new route. This new route takes the longest route possible through the flood plain.

Let me describe the flood of 1993. The predicted crest was significantly above the existing levees. The levees, as built, are flat with a ten-foot top. The Army Corp of Engineers authorized the grading of the top of the levees to a point to raise them, and then covered it with plastic and we added sand bags to raise the levees. I still observed water seeping over the top of the levee east of the drainage district pumping station. It became obvious that the Mississippi River could not be contained and everyone and everything was evacuated from the area. At one point the bridge between Illinois and Iowa was closed, along with US 34, because of the expected levee breach. The night we expected the levee to fail, its twin protecting the Green Bay Bottoms on the Iowa side of the Mississippi failed thus reducing the level of the Mississippi and lowering the crest. These two levees are twins in elevation. I was on the survey crews for both of the levees. Rumor is that the critical difference was that the Iowa side had not maintained their levee as well. The fact remains that either one or both sides were going to get flooded. These levees were designed on the best available historical data through the 1965 flood. The Rock Island Army Corp of Engineers told me the 1965 flood was a 500-year flood. We repeatedly have had crest above the 1965 level therefore the data being used on how often a flood will happen is no longer valid. The Mississippi has been continually changing and will change in the future. The Army Corp of Engineers desires to make the Mississippi River channel deeper to promote transportation by allowing deeper barges. To do this they will probably raise the level of the river. This will mean a crest above the current level will be more likely.

I would have expected that IDOT would have learned its lesson on domestic terrorism in flood plains after the Quincy experience of 1993. To refresh your memory, the water was higher than the nominal top of the levee. Sand bags were added to protect the drainage district and highway going through it. One individual removed some sand bags and the highway to Quincy along with the surrounding farmland was flooded.

I have talked to a county board member about this and he said that he has checked with Peoria IDOT and, yes, they are using 1965 data, which is no longer valid, as their prediction of future floods.

To decrease the likelihood this new highway would be flooded, it obviously should be built higher than currently proposed if the road was built. I also talked to members of the county board and drainage commissioner about this and they agreed. The drainage commissioner pointed out such a design should go south of the existing road to get out of the drainage district as soon as possible. I agree and so do people living in the bottoms. The current L-shaped route maximizes distance through the drainage district and amount of fill dirt that will be required. To reduce the chance of a flood closing US 34 using this route will require a massive amount of fill dirt and greatly increased cost.

The observations of those in the drainage district is that Charley had the route moved, he was the first to know it was going to be moved and he bought marginal land before anyone else knew the route had changed and then had it rezoned for fill dirt. Why was the route changed in the river bottoms? What influence did Charley have on changing

the route? Is this true he had the route changed? Did he know the route had changed before it was made public?

As a taxpayer, I have to believe that you have better places to spend \$200+ million than to spend it on a road that is not required.

In summary, the road is being designed so it will be built in an "at risk" condition to floods. Since this is a US Route, Homeland Defense must be taken into account. Given this, the process should be started over as to the route, whether it is an Expressway, a Freeway or remains a two-lane road. There is a Homeland Defense requirement for a more Mississippi River flood resist road, but as we know from our previous correspondence, there is no requirement now or in the foreseeable future for a four-lane road as measured by any recognized standard.

Please answer my questions in this letter and provide me with the requested data.

Sincerely,


Randy Olson

cc: James Olson, Carman, Illinois
Various concerned citizens in Henderson County
Congressmen Tony Hall
Burlington Hawkeye Newspaper
Chicago Relatives
Chicago Newspapers
Chicago Legislators

Joe Crowe - District Four

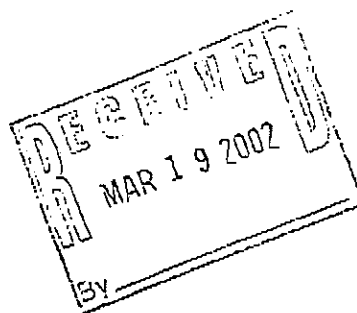


Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

March 13, 2002

Mr. Randy Olson
6331 Larcomb Drive
Huber Heights, Ohio 45424-3072



DIST. ENGR.	
FILE	
ADMIN.	
IMPLEMENTATION	
LOC. RDS.	
OPERATIONS	
PROGRAM DEVELOPMENT	✓
REPLY	
PREPARE REPLY FOR D.E. SIGN	
INVESTIGATE & REPORT	
RETURN	

Dear Mr. Olson:

Thank you for your letter of February 11, 2002 regarding the US 34 study from Carman Road east of Gulfport to Monmouth.

The draft documents for the US 34 project study have recently been approved by the Federal Highway Administration. The department is finalizing the public hearing date and location, which is anticipated in April 2002. The study documents will be available at local libraries for public review prior to the public hearing. The public hearing date will be advertised in local newspapers on two separate occasions.

The department has held several public meetings to receive input at each step of the alignment decision process. The upcoming public hearing will present the preferred alignment based on public input, project study, and coordination with a variety of agencies external to the department. Public comments received at the public hearing will be considered when preparing the final engineering documents.

The department has selected consultants for the design of a portion of US 34. Although this is the initial phase of the design process, the department will not authorize plan preparation to commence until after the public hearing has been held, hearing comments are addressed, and the final report completed. Currently, there is no funding for the construction of US 34 in the department's Multi-Year Highway Improvement Program.

As for the alignment selection in the area from Carman Road to IL 164, the selection of the preferred alignment location is the responsibility of our district office in Peoria and is not influenced by a particular individual or organization. The department has repeatedly addressed your claims of Mr. McChesney's influence on the selection of this route in previous correspondence. Your continued assertions in that vein remain groundless.

Mr. Randy Olson
Page Two
March 13, 2002

As to what impact proposed US 34 will have on the Mississippi River floodplain, a floodplain analysis is included in the study documents. The existing and proposed roads are located within an area protected from river flooding by a levee system. They are also protected from floodplain drainage by a pumping station owned and operated by the Henderson County Drainage Department, Districts One and Two. Following the 1993 flood, the levees were upgraded and the pumping station capacity was increased. In its hydraulic analysis, the department relied on Mississippi River flood information approved in 1999 by the Federal Emergency Management Agency (FEMA). This federal agency was assigned the responsibility for managing the Federal Flood Insurance Program. FEMA has determined that the levees, pumping station, operation and maintenance plans meet their criteria for protection of the area inside the levee system in which the road is located.

Thank you for your interest in the Illinois transportation system.

Sincerely,

5/5
3/18/02

Kirk Brown
Secretary

bcc: Rob Newbold
Joe Crowe
John Sanford

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6331 Larcomb Dr.
Huber Heights, Ohio
45424

22 Apr 2002

Joseph E. Crowe, District Engineer
Illinois Department of Transportation
Division of Highways/District 4
401 Main Street
Peoria, Illinois 61602

Sent cert. f. d.
Return Receipt

REQUESTED	22
FILE	
ADMIN.	
IMPLEMENTATION	
LOC. RDS.	
OPERATIONS	
PROGRAM DEVELOPMENT	✓
REPLY	
PREPARE REPLY FOR D.E. SIGN	
INVESTIGATE & REPORT	
RETURN	

Dear Mr. Crow,

1. I briefly reviewed the Draft Environmental Impact Statement (DEIS). I was unable to make an in-depth review. I had previously requested it under the Freedom of Information Act but that request was denied and I was told that I could read it at a library 400 miles away. I did drive to the library and quickly found several sever problems with it. It is in no shape to go final. Below is a summary of some of the significant problems found in this short review.

- a. The data on existing conditions is incorrect. It is in conflict with other government data.
- b. There are inconsistencies between sections of the DEIS.
- c. There are misleading conclusions to the point of giving the appearance of being intentionally misleading.
- d. There is a lack of safety concerns toward local traffic. This was a major debate between several users of the road and the consultants representing IDOT at the 18 Apr 2002 public meeting. As for our particular operation, the proposed four-lane road entrances make using the road more dangerous than the existing two-lane road.
- e. The report is confusing on basic design assumptions as it pertains to flooding. I have previous experience in this area and I wrote IDOT on this issue. I received an IDOT letter, dated March 13, 2002, addressing the levees. I showed the letter to the drainage commissioners at the 18 Apr 2002 IDOT meeting. The "facts" as stated in the IDOT letter were wrong according to the drainage commissioners. I showed the letter to the IDOT engineers and explained the situation. The DEIS is poorly written in this area. After talking to IDOT engineers, it was concluded that the road is to be elevated but to an insufficient elevation to protect the road from a breach of the Mississippi

River levee. They stated the semi-elevated road design was based on only local flooding conditions, and a certain assumption about pumping station operation. The drainage commissioners stated their assumption was the opposite. It is obvious that IDOT has not coordinated with the drainage district. In general I question the requirement of the semi-elevation of the road. I am requesting a clear explanation of the source of the requirement (i.e. Army Corp of Engineers Report). How it is applied to the design is needed in the DEIS. This semi-elevated road is a major cost driver on the section of road IDOT plans to do first and it is unclear what protection, if any it gives.

- f. Exhibit D locates cemeteries and gravesites within the corridor. At least one gravesite was missing. This one was marked on the IDOT map at one of the early public hearings.
- g. Critical reference letters included in library documents have only the transmittal letter and do not have the enclosures that contain the relevant data. This data needs to be available in the package for review.
- h. The data presented at the 18 April 2002 IDOT meeting included cross-section data. When I tried to find this data at the public library copies, it was missing from the report.
- i. Draft Design Report (DDR) disagrees on "facts" with DEIS.
- j. Definitions of terms are different between the DDR and the DEIS.
- k. There are error(s) in description of area. Did IDOT get first hand information or use old information?
- l. The safety portion discusses improving safety on this route but data presented disproves adding at-grade-intersection to four-lane an improvement in overall safety.
- m. Section on "controversy" stated there is no controversy. Apparently IDOT has not read the letters to the editors in the local paper. There has also been a petition not to build the road, which IDOT informed our lawyer that they would put on file. The opposition maybe less organized than those pushing for a four-lane road but they see the political issues here to be at a near scandal situation. IDOT has done nothing to dispel this impression and if anything the attitude of their letters (i.e. IDOT letter referenced above) and their actions add to this conclusion. I have written IDOT several letters about the concerns people in our neighborhood have and have been very disappointed in responses. Generally, the same question has to be asked more than once to be answered. In response to one letter, only one question out of ten was answered and IDOT stated, "here are the answers to your questions."

- n. There is talk of business that will be lost when land is taken, potential for new business, but no talk of businesses being abandoned by immediate road access. There will be businesses abandoned when the road moves and IDOT will not pay for relocation. These businesses will not be rebuilt and there will be an adverse economic impact on this area.
- o. Proposed route was difficult to follow on IDOT color-coded map. Once it was copied in black and white at library, it was impossible to follow.
- p. Inadequate justification of why earlier route was abandon for consideration. It was shorter and at \$10million per mile it would have been more cost effective. I was given the rationale that there was some added expense with this route, but there is the added expense of \$5million to provide fill dirt in the river bottoms for the proposed route. The report addresses the loss of our farmland to the road but does on include the productive farmland lost to barrow pits. The excuses were inadequate when compared to the added \$15 million for this route. The proposed route is controversial for obvious reasons.

2. A critical review of this document should be done, by someone other than the author, before it is released to the public as final. Please do not answer me by saying the data is in other sections of the report and not addressing my observations. Since the report was not made available to me as requested, I had to follow IDOT's rules, which greatly limited review time.

3. The question is should this report be cleaned up? It definitely is in no shape to go final. The data is at least five years old and already conflicts with existing data. This project is not on the IDOT five-year plan. After that, the only estimate I have seen is that it will not happen for at least ten years. That makes the data at least fifteen years old. Some of the data is already incorrect. With the proliferation of large hog confinement facilities over the next decade, and their drainage problems, utility of the document is questionable additional cost for this document is not worth investing. Also another census will have happened and other environmental impact issues will have to be addressed.

4. There was a report referenced in either the DDR or the DIES that discussed a super two-lane road versus a four-lane road. Would you please provide me a copy of this report? I believe the engineer that authored the report was Ann Mills. We need Route 34 improved. There is no question about that. We have needed it for over 40 years. Forty years ago, Bogus Hollow was greatly improved and we expected improvements along the rest of the road soon after that. The word now is that State Representatives have privately told local residents they cannot go to the legislature and get money for a four-lane road for these two sparsely populated counties. With the realization that Illinois is not going to give us a four-lane road in the foreseeable future and may never give us one, people of this area are again asking about the super two-lane option. When I ask them what they think of the Kirkwood to Monmouth road, every one of them said that would be fine. Please don't try to convince me that there will be a large increase in traffic the

next two decades. The population has steadily gone down and there is a noticeable decline this year in Semi-truck traffic. A vocal and politically powerful minority of people in this county has insisted on a four-lane road. Their voice is dying out now. Forty years from now we may still not have an improved road unless we ask for what can be approved by the legislature.



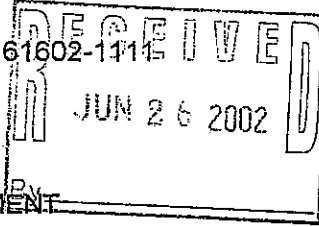
Randy Olson
Chief Systems Engineer
United States Air Force

cc: Norman R. Stoner, Federal Highway Administration
Jim Olson, Carman, Ill
Earl Menke, Gladstone, Ill.



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333



June 24, 2002

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS-PHASE I

FAP Route 313
Section 4,5,6,7,8
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

U.S. Route 34 – Gulfport to Monmouth

Mr. Randy Olson
6331 Larcomb Drive
Huber Heights, OH 45424-3072

Dear Mr. Olson:

Thank you for your letter dated April 22, 2002 in regard to the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your letter is attached for your reference.

In regard to your review of the Draft Environmental Impact Statement, it is the Department's policy to make copies available prior to the public hearing in libraries located within the project area. The report can also be viewed on the Internet IDOT web page.

In reference to your comment concerning review of the Draft Environmental Impact Statement, the report was circulated for review to State, Federal, and local agencies in addition to mayors, county boards and local libraries. Throughout the study process, the Department has coordinated with FHWA, Corp. of Engineers, EPA, the Department of Agriculture and other agencies and groups to receive concurrence and input throughout the planning process. The draft reports are currently being reviewed and will be revised and updated accordingly for a final submittal.

In your letter you made several comments in regard to the draft EIS. One of those comments pertained to the levee along the Mississippi River. As stated in a previous letter, the existing and proposed roads are located within an area protected from river flooding by a system of levees adjacent to the Mississippi River. The levee system has been accepted by FEMA as adequate to protect against overtopping for a 100-year flood or smaller. The US 34 roadway elevation is determined per policy to provide a 3-foot elevation above the 50-year flood event for the corresponding watershed.

In the report the draft EIS does refer to other documents. It is not the Department's policy to reprint books and publications of other agencies but rather reference them in our document.

You stated in your letter that a gravesite is missing from the draft report exhibits. We are not aware of a cemetery or gravesite that is not shown on the exhibits in the draft EIS. We would appreciate any specific information you could provide regarding this site so that our documents may be updated.

Cross-sections are not intended to become part of the Design Report. They are considered backup material to the preliminary design effort. The cross-sections were available at the public hearing for reference.

In your letter you stated your belief that this project is controversial. The number of negative comments received at the public hearing was very low in comparison to the total number in attendance. This project has received support from local groups, county boards, businesses, and local public officials. Opposition to specific areas of the project study and design are being evaluated to finalize the report.

There is no separate report pertaining to a super two-lane road as you requested. In determining the type of facility the super two-lane road was considered, but not recommended to be carried forward for further study because it did not improve system capacity, system continuity, and travel safety.

In summary, the department strives to select the best possible alternate route in which all overall impacts and benefits are considered. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE
District Engineer



By: Eric S. Therkildsen, PE
Program Development

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Enclosure(s)

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

15 June 2002

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Huber Heights, Ohio
45424
Telephone 937/236-8064

Illinois Department of Transportation
Division of Highways/District 4
401 Main Street
Peoria, Illinois
61602-1111

Subject: U.S. Route 34 – Gulfport to Monmouth

Dear Joseph Crowe,

Thank you for your letter dated June 10, 2002.

In regard to my verbal comments made at the 18 April 2002 meeting about the levee that you reference, I received a letter from IDOT earlier this year, which stated that the levees have been significantly upgraded since the 1993 flood. This is untrue. I knew that and I don't live in Illinois. From the conversation I had with people in Henderson County and the engineers from IDOT during the 18 April 2002 meeting, it was obvious that IDOT had met with the drainage commissioners but did not understand the levee situation, the operating rules the drainage districts follow or the drainage district by-laws. There was no meeting of the minds. I recommend that your office meet with them again before the Environmental Impact Report is published to clarify these issues. These issues are a significant impact on the route selected since IDOT has chosen a route that adds significant distance to the road within the drainage districts.

As for your third paragraph about the Draft Environmental report, I wish you had made public the fact that it was on the IDOT web site. This would have saved me from being off work to review the document and made review by more people practical. I have not been able to find the final report on the federal web site. **Can you tell me where to look?** I had lengthy discussions with the engineers about the Draft Report at the 18 Apr 2002. By the time we gave up, we had drawn a several spectators. I had challenged statements in the Draft Report. As IDOT engineers defended the report, I was able to refute each and every one of their statements with facts. Those watching were shocked. The IDOT engineers should have been able to blow me away in this debate. The biggest point of contention was a requirement, or maybe more correctly a lack of a requirement, based against objective criteria, for a four-lane road in Warren and Henderson Counties that a super two-line road would not satisfy. Since you were not in the discussions, I graciously offer you this opportunity to support the requirement for a four-lane versus a two-lane road against established standards. I realize you probably won't answer this

COPY

	DIST. ENGR.	
	FILE	
	ADMIN.	
	IMPLEMENTATION	
	LOC. ADR.	
	OPERATIONS	
	PROGRAM DEVELOPMENT	
	REPLY	
	PREPARE REPLY FOR D.E. SEON	
	INVESTIGATE & REPORT	
	RETURN	

request for a requirement. The sad thing is Henderson and Warren Counties need a new road. The four-lane road did not make the cut in the Illinois legislature and get into the current budget. It is unlikely that it will in the foreseeable future. Those pushing for a four-lane have been doing so since 1989 with no money towards a new road. I often drive through Peoria, Chicago and southern Illinois near St Louis. Upgrading the nice two-lane coming out of Monmouth to a four-lane cannot compete with the problems in other areas. A super two-lane road would suffice. My interest in this improvement is that I will be retiring from engineering soon and moving to that area. Progress towards a super two-lane, which has a fighting chance to get funded, cannot move ahead as long as IDOT states that only a four-lane will handle the traffic. At the 18 April 2002 meeting I stated that a requirement for a new road is not justified based on traffic. As a practical example, I pointed out that you can drive the speed limit from Monmouth to Burlington with no problem because the traffic is so light. It was pointed out to me that the traffic is so light that vehicles currently go faster than the speed limit. The person making the observation was an IDOT employee. The IDOT employees did not hold out much hope that a four-lane would be built the entire distance from the Carman Road to Monmouth. **Do you believe a four-lane road the entire distance is likely to be funded?** A super two-lane road the entire distance would be better than a short section of four-lane road and no improvements on the rest of the two-lane road, which has significant sections of no-passing zones. IDOT knows a four-lane requirement cannot be defended and without significant political pull, a four-lane will not be funded. We need to have IDOT state that a super two-lane road will meet the requirement to move forward and get a new road over the entire distance.

I realize that you have been trying to measure the traffic recently on US 34. Last year you did traffic studies on two major holidays and this year you are measuring traffic going to Burlington during Steam Boat Days when people from Illinois are making extra trips to Burlington. **Are traffic studies ever done during normal days?** Actions like this give residents the impression that IDOT is trying to justify a four-lane road by stacking the deck. **Could I get results from these three studies?**

As for the route selected through the bottoms, you are obviously aware of the belief by residents in Henderson County that the selected route is politically motivated. Having the person who owns the land zoned as borrow pits brag about having had the road moved and other ethics problems in Illinois adds credibility to this belief. Also an understanding of the levee situation and drainage district operating rules is needed to defend additional miles of road in the bottoms, which is lacking.

Thank you for your previous letter and I hope to hear from you soon.

Sincerely,



Randy Olson



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

August 12, 2002

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS-PHASE I
FAP Route 313
Section 4,5,6,7,8
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

U.S. Route 34 – Gulfport to Monmouth

Mr. Randy Olson
6331 Larcomb Drive
Huber Heights, OH 45424-3072

Dear Mr. Olson:

Thank you for your letter dated June 15, 2002 in regard to the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your letter is attached for your reference.

In your letter you requested the IDOT website where the Draft Environmental Impact Statement can be viewed. The site location is
<http://www.dot.state.il.us/desenv/env.html>.

In regard to proposed US 34 improvements you stated your preference for a super two-lane roadway. The US 34 study is intended to address future traffic needs and safety. An improved two-lane facility as you mentioned will not provide an adequate future level of service and will still have inherent safety concerns regarding vehicles passing with opposing traffic. Expenditure of taxpayer dollars for an improved two-lane facility would not address long term traffic and would not provide the level of motorist safety that a divided four-lane highway provides.

On the first page of your letter you inquire as to the requirement for a four-lane road. As stated in previous correspondence the need for the proposed four-lane improvement is based on travel safety, system continuity and system capacity. A two-lane facility as you suggest does not meet the purpose and need and therefore, has been eliminated from further consideration.

Your question as to whether this project will be funded in the future will rely on several variables which include available funds in addition to public and legislative support.

The last paragraph of your letter you mention traffic counts and when they are taken. Traffic counts are taken at representative times of normal traffic flow and are not taken on holidays or special events. Traffic counts are also not taken on Friday through Monday so that weekend traffic does not skew the results. The District has three counters installed on US 34 which conduct continuous counts and weekly counts at specified times. IDOT personnel perform maintenance on these counters on days that they are not counting traffic.

In summary, the department strives to select the best possible alternate route in which all overall impacts and benefits are considered. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE
District Engineer

EAT

By: Eric S. Therkildsen, PE
Program Development

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Enclosure(s)

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

U.S. ROUTE 34 – GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. (Fold this form as indicated on the back side and tape closed before mailing.)

Please **PRINT** your comments:

THE ENTRANCE DESIGNATION AT THE Wendell Shauman
Farm 107+500 is planned to be designated a FIELD entrance
IT should be a PRIVATE ENTRANCE. There will remain a
FARMSTEAD AND A HOME THERE.

AT the John & Ruth Shauman Residence at 110+800,
THE ENTRANCE IS ONLY a RIGHT IN/RIGHT OUT ACCESS
THIS CREATES a TREMENDOUS INCONVENIENCE. THE
House is about 60 RDS EAST OF THE MAIN FARMSTEAD,
That TRIP BACK and FORTH IS FREQUENTLY Made half
a dozen times a day or MORE. THE CURRENT PROPOSAL
MAKES this SHORT TRIP A MILE EXPEDITION!! THE
CURRENT PROPOSAL MAKES THIS SHORT TRIP A MILE
EXPEDITION!! This does NOT eliminate ANY

(Additional space is provided on the back)

☒ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print: Name: Wendell Shauman
Address: 313 45 Hwy 34
City, State: KIRKWOOD, IL Zip Code: 61447
Phone No.: (309) 768-2034 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453

Comments (continued)

CROSSINGS BY US. IT JUST MOVES THEM. THERE SHOULD BE A FULL CROSSING THERE. THIS IS NOT A RESIDENCE here they leave in the morning + return at night. There are many more trips. While the crossing east of there is necessary for truck access to the bin site, that is very seasonal use. IT IS INFINITELY LESS used than the Shauman driveway.

We have several field entrances that remain. THOSE need to be at least 30 feet to accommodate large machinery AND SEMIS.

There are a number of tiles that cross the road in this AREA, some unknown to anyone alive. I've been told

(Fold on dotted line)

they were installed in the 1910's, ^(Tape) before the ORIGINAL US 34 in the '20's. These have to be maintained.

I have NOT ASKED ABOUT FENCES. WE STILL PASTURE FIELDS in the WINTER SO FENCES WILL HAVE TO BE REPLACED.

(Fold on dotted line)



U.S. ROUTE 34 STUDY
ILLINOIS DEPARTMENT OF TRANSPORTATION-DISTRICT 4
401 MAIN ST STE 900
PEORIA IL 61602-9809

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PEORIA, IL

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UNITED STATES



B-65

KIRKWOOD, IL 61447

W.L. SHAUMAN





Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

June 7, 2002

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS-PHASE I

FAP Route 313

U.S. Route 34 – Gulfport to Monmouth

Section 4,5,6,7,8

Henderson & Warren Counties

Job No. P-94-030-95

Catalog No. 031314-00

Mr. Wendell Shauman
313 U.S. Highway 34
Kirkwood, IL 61447

Dear Mr. Shauman:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

In your letter you questioned the type of entrance proposed at approximate station 107+500. Based on the land use of the remaining property after land acquisition the appropriate entrance type and width will be provided in the phase 2 contract plans. A private residential entrance normally has a width between 12' and 24'. Where a driveway is to be used by large farm equipment at least a 20' width should be provided and entrances up to 30' wide may be permitted.

As mentioned in your letter the proposed entrance at the John and Ruth Shauman residence at Sta. 110+800 is right in/right out access. Median openings as shown at the public hearing were established based on Departmental policy of a desirable one-half mile spacing. Currently right in/right out locations are being evaluated throughout the project limits in regard to safety and adverse travel. The Department will provide future correspondence to you on the disposition of your request.

In your comments you stated that farm field entrances need to be wide enough to accommodate large machinery and trucks. This issue was identified early in the study process and coordinated with the Department of Agriculture and the Farm Bureau. In order to safely accommodate farm machines and semi trailers a 30' width is proposed for all field entrances to be constructed in conjunction with the US Route 34 improvement.

Mr. Wendell Shauman
June 7, 2002
Page Two

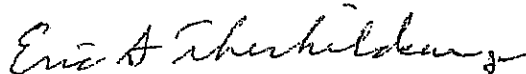
In response to your question concerning farm field tile an exploratory trench is excavated during construction in those areas where field tile is reported or suspected to exist. Encountered tile shall be reconstructed to maintain existing drainage. Storm sewer shall be used to replace existing field tile within the right-of-way at locations where the existing tile crosses under the roadway and below the roadway ditches.

Your inquiry as to fence used for pasture area will be addressed and compensated accordingly during the Land Acquisition phase of project development. In regard to further development, the phase 2 contract plan preparation for the section of US 34 from Kirkwood to US Route 67 at the southwest edge of Monmouth is funded in the Department's 5 – year program. Phase 2 is tentatively scheduled to begin in late 2002 upon finalizing public hearing comments and applicable revisions. Construction and Land Acquisition for this section of roadway is currently not funded.

Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453 or Rich Dotson at (309) 671-3466.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer



By: Eric S. Therkildsen, P.E.
Program Development

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Enclosure

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

U.S. ROUTE 34 – GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. *(Fold this form as indicated on the back side and tape closed before mailing.)*

Please **PRINT** your comments:

Why does the IL DOT in Springfield insist on using materials for the construction of this road from over 100 miles away, when local materials are available. The trucking of these "acceptable" materials will double (at least) and probably triple the material costs. Materials acceptable to the Iowa DOT for 30 yr service are locally available, yet Mr. Shoftig has made "limestone" unacceptable. This is a significant savings overall and could make the project closer to reality.

(Additional space is provided on the back)

☒ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print:

Name: Donald W. Smith (Cessford Construction Company)
Address: 3808 Old Highway 61
City, State: Burlington, Iowa Zip Code: 52601
Phone No.: (319) 33-2297 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453

No response letter to Donald W. Smith was necessary

U.S. ROUTE 34 – GULFPORT TO MONMOUTH

WE WANT YOUR COMMENTS ON THE PROPOSED PROJECT

We encourage you to make your comments and views a part of the official meeting record. The Illinois Department of Transportation (IDOT) is providing this postage paid comment form for your use to gather comments on the proposed project. Written comments received within ten days after this meeting will be included in the official record and will receive equal consideration along with the statements received at this meeting. Use the space provided on this page and on the back for your comments. *(Fold this form as indicated on the back side and tape closed before mailing.)*

Please **PRINT** your comments:

Realize we need new road.

Really do not like our field cut in half on an angle. This really runs up the cost of farming + ruins the value.

Will have a field without an entrance.

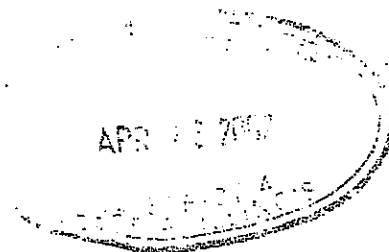
You left holes in pasture where you drilled. (Breaks legs on cattle)

(Additional space is provided on the back)

☐ YES, I would like to be added to IDOT's U.S. Route 34 Project Mailing List

Please Print: Name: DON ZURMUEHLEN
Address: RR 1 Box 2
City, State: Gladstone IL Zip Code: 61437
Phone No.: (309) 627-2476 (Not required)

Illinois Department of Transportation
Division of Highways/District 4
Mr. Tom Lacy
401 Main Street
Peoria, Illinois 61602-1111
(309) 671-3453





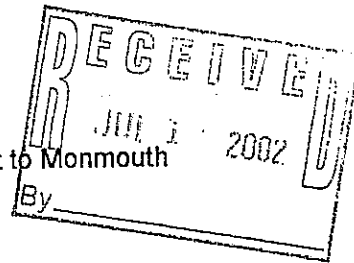
Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

June 26, 2002

BUREAU OF PROGRAM DEVELOPMENT
STUDIES & PLANS-PHASE I
FAP Route 313
Section 4,5,6,7,8
Henderson & Warren Counties
Job No. P-94-030-95
Catalog No. 031314-00

U.S. Route 34 - Gulfport to Monmouth



Mr. Don Zumuehlen
R.R. #1, Box 2
Gladstone, IL 61437

Dear Mr. Zumuehlen:

Thank you for your written comments in regard to the public hearing held in April of 2002 for the proposed improvement of US Route 34 from Gulfport to Monmouth. A copy of your comments is attached for your reference.

During our alternate alignment analysis, we have made every effort to minimize the number and length of diagonally severed farmlands. However, to make a safe transition around the town of Biggsville and move traffic away from Union School a diagonal alignment was unavoidable.

In regard to access the current field entrances from existing US 34 are proposed to be retained. A proposed field entrance from the east side of TR 94 (1400 E) is intended to provide access to your field south of proposed US 34. The access locations are intended to provide access across US 34 at the TR 94 median opening and thereby reduce farm machinery travel on proposed US 34. For proposed access locations, please refer to the attached aerial exhibit plan sheet as presented at the public hearing.

In summary, the department strives to select the best possible alternate route in which all overall impacts and benefits are considered. Thank you for your interest in highway improvements in Henderson County. If you have any additional comments or questions regarding this project, please contact Tom Lacy at (309) 671-3453.

Very truly yours,

Joseph E. Crowe, PE
District Engineer

By: Eric S. Therikidsen, PE
Program Development

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Enclosure

cc: Project File (R. Dotson)
ESE (G. Baker)
T. Lacy
P. Green

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